

MARTELL'S
THREE STAR
BRANDY
\$28.00 PER CASE.
Sole Agents—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

GRAND PRIX PARIS 1900
The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[a232]

No. 14,641 號壹十四陸千四萬一第 日六初月式年壹十三緒光 HONGKONG, SATURDAY, MARCH 11TH, 1905. 陸拜禮 號壹十月三年五零百九千一英港香 PRICE, \$3 PER MONTH.

A CHOICE AFTER-DINNER WINE
WATSON'S
D. PORT
VERY FINE OLD VINTAGE.
A. S. WATSON & CO.
LIMITED.
ALEXANDRA BUILDINGS.
[a1385]

CUTLER, PALMER
& CO.'S
Whisky \$10.50 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a65]

THE WINE GROWERS'
SUPPLY CO.



Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. Price List on application.
BAERRETT & CO., Agents,
[a44] Nos. 22 & 24, Bank Buildings, Queen's Rd.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a2866]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPTROBERS,
COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 60 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores and are prepared to accept all
kinds of orders, which will be attended to and
executed in the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public.
Hongkong, 9th March, 1905. [a660]

MACAO

AND

CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor.
[a586]

CARLTON HOUSE
HOTELS,
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a49]

ROOMS TO LET.

SUITABLE FOR
OFFICES, CLUB, OR BACHELORS' QUARTERS.
CENTRAL POSITION, OVER WATKINS' BUILDING
(NEXT TO POST OFFICE).

WATKINS LIMITED,
CHEMISTS AND PERFUMERS,
WATKINS BUILDING, HONGKONG.
Telephone 344. [a33]



ABSOLUTE PURITY can only be obtained by Distillation. Avoid
Typhoid, Cholera and other Ailments by Drinking
PURE WATER.
Only Pure Distilled Water is used in the Manufacture of the
AQUARIUS CO.'S WATERS.
"No Filter has ever been invented which can be relied upon to catch the
germs of Cholera; the real safeguard against danger of this kind is either to
drink no water at all or to drink only distilled water."—St. James' Gazette.

CALDBECK, MACGREGOR & CO.
GENERAL MANAGERS.
15, Queen's Road,
Hongkong, 3rd March, 1905. [a37]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case.
BRANDY *****	\$22.50
" ***	20.00
" **	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER -	12.50
" C. P. & CO.'S SPECIAL	
BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
SHERBERRY, AMOROSO -	20.00
" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a54]

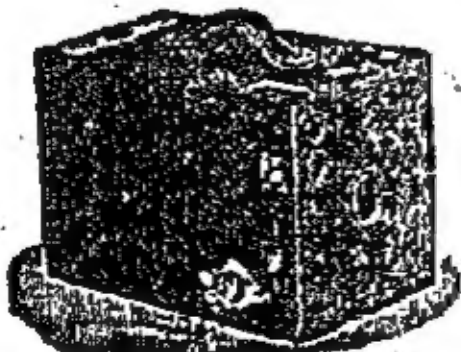
THE
LAHMEYER ELECTRICAL CO., LD.

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATE OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

PHOTO SUPPLIES

DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
UNDERTAKEN.
RETURN



UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

LONG HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs. Ah Choo). [a39]

JOHN ROBERTS & COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specifica-
tion, viz: an Eight Massive turned Legs, raised panels to Knees, Carved Bracketts, Screwed
Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our
new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, Six Chalk
Cups, Superfine West of England Cloth, and patent adjusting toes with lever for levelling
complete with the following accessories:—

- | | |
|---|--|
| 12 Selected Ash Cues | 1 Wall Cue Rack. |
| 1 Butt Rest with Patent Brass Head. | 1 Wall Butt Rack. |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed. |
| 1 Long Butt. | 1 Best Billiard Brush. |
| 1 Mid Butt. | 1 Set "Crystalline" or "Bonoline" Bill. Balls. |
| 1 Billiard Marking Board. | 1 Box Best Cue Tips, Assorted. |
| 1 Dust Cover for Table. | 1 Cue Tip Fastener with File. |
| 1 Straightedge and Circle. | 1 Bottle Cue Cement. |
| 1 Best Spirit Level. | 1 Box Silk Spots. |
| 1 Smoothing Iron with Shoe. | 2 Dozen Best White Chalk. |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400
nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can
be had on application from the Offices of this paper.
Hongkong, 1st April, 1904. [a27-1]

JAPAN COALS.

mitsui BUSSAN KAISHA
mitsui & CO.

HEAD OFFICE—1, SUBURGO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HUNTER STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Saeki, Maikura, Maikura, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mameda, Mannoura, Onoura Otsuji
Sasakura, Tanabara, Yoshinotsu, Yoshio, Yuchikura, and other Coals.
S. MINAMI, Manager, Hongkong. [a17]

LANE, CRAWFORD & CO.

NOW SHOWING

NEW STYLES IN GENTLEMEN'S

RAIN COATS.

UMBRELLAS. FELT HATS.

DRESSING GOWNS.

TRAVELLING RUGS.

LANE, CRAWFORD & CO.

Hongkong, 2nd February, 1905. [a36]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Through Town and Jungle, by W.H. Workman	\$17.00
The Downfall of Russia, by Hugo Ganz	1.75
Levey Mary, by Author of Mrs. Wiggs of the Cabbage Patch	1.75
Aunt Huldah, by Margaret	0.50
Mr. Punch's Diary	0.50
The Book of the Old Testament, with 12 Photographs, Five Edition	2.70
Shakespeare's Works; 5 Volumes in Case	10.00
Ships and Shipping: A Hand-Book of Nautical Information, by Milman	3.90
Temple's Birthday Book; Leather Binding	9.00
Photographic Instruction, by Pitman	2.50
Advanced Book-Keeping, by Pitman	1.70
A Common Sense Method of Double-Entry Book-Keeping, by Dyer	1.90
Commercial Correspondence, by Pitman	1.90
Pitman's Business Man's Guide	2.70
Jess & Co., by Author of "Wee MacGregor"	1.75
Cassell's Great Pictures in Private Collections; Parts 1 to 6 Ready	0.50 each
Thornton's Book-Keeping	1.90
Russo-Japanese War; Japan Chronicle Edition, Parts 1 to 18 Now Ready	0.60 each
The 20th Century Atlas, Up-to-Date	17.00
Golden Sunbeams; Volume	1.00
Daily Mail "Year Book"	1.35
Whitaker's Almanack 1905	0.50 and 2.20
Harrison's Complete Guide to the Work Table	1.90
HOCKEY STICKS, HOCKEY BALLS, NEW STOCK GENTLEMEN'S BROWN BOOTS AND SHOES.	
BOXING GLOVES, CROQUET, LAWN BOWLS, BADMINTON, TENNIS GOODS, CRICKET BALLS.	

A. TACK & CO.

26, DES VEXES ROAD CENTRAL, HONGKONG.

FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.
"PRIMUS" CAMERAS & ACCESSORIES.
ILFORD PLATES & PAPERS.
"PRIMUS" DEVELOPERS & CHEMICALS.
PRINTING & DEVELOPING UNDERTAKEN. [a46]

WANTED.

AN ASSISTANT.

Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 8th March, 1905. [a44]

THE SWATOW GRASS CLOTH SILK
AND DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations, particulars
and samples, will be sent free on application to
the above depot.
Swatow, 8th June, 1904. [a16]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
H. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [a48]

SHORTHAND.

PRIVATE LESSONS given in Pitman's
Shorthand. Terms moderate.
Apply by letter to—
"J. W."
P. O. Box 143.
Hongkong, 10th January, 1905. [a200]

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER. [a241]

THE MANAGER.

VERY OLD
**JAMAICA
RUM**
\$9.50 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

EVERY FACILITY

In connection with Life Assurance Business is
afforded by

THE STANDARD LIFE ASSURANCE
COMPANY.

ONE of the largest and wealthiest of the
Provident Institutions of the United
Kingdom. Forms of application and all
information will be promptly afforded on
application to

DODWELL & CO., LD.,
Agents. [a1612-4]

HOTELS.

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Maître in attendance.
CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,
Acting Manager. [a47]

THE

PEAK HOTEL.

Admirably Situated, Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office; 7, DUNDRELL STREET. [a14]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a 6]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER. [a43]
Hongkong, 31st October, 1902.

"BOA VISTA" (HOTEL-SANTARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER. [a241]

FOOTBALL.

YACHTING.
The tenth Royal Hongkong Yacht Club regatta was sailed to-morrow, Sunday. The boats will start from Kowloon Police Pier to Lyemun, then to the Lion Rock, Cust Rock Buoy, Middle Island, and Kowloon Rock, Lyemun Beach, and so on. The second prize for the Champion Yacht will be a silver cup.

have been manufactured in Japan for use in private factories, but the thus obtained was very limited. The machinery is in course of erection at Yamaguchi prefecture, where the Government last year, acquired a mine. It is anticipated that a very large saving will be effected in employment of Japanese fuel for naval purposes.—*Japan Mail.*

EXTRADITION APPLIED FOR.

feet has been resumed during the year in the most overcrowded areas, and the buildings now being demolished for the purpose of forming a wide street through the block. In addition, an area of 1,650 square feet, on the corner of the block, stands a coolie house for the chair coolies. The block, which is situated at the Peak, has been resumed for administrative purposes.

Johannes 14th the Great

remain a voter for life. The reward would be as honorable as it would be cheap. Then a man not to be a voter would be to set him as one who had never done anything for his community that he could avoid. Then the people of that stamp, and at present they are along without any of the social opprobrium which should belong to all shirkers.

FILMS

Hongkong, 27th December, 1904. (39

The following extract from an interview with

The highest pressure is lying between the coast of China and W. Japan.
Gradients are decreasing in the South China Sea and the monsoon will moderate in the Forster Channel and N. part of the China Sea.
Forecast:—Fresh to moderate E. wind, cloudy, misty.

11

TELEPHONE No. 135.

PER CASE OF 8 DOZEN PINTS \$16.00

PER CASK OF 8 DOZEN PINTS... \$16.00

PER CASE PINTS \$18.00

PER CASK PINTS... .. \$18.00

PER CASE PINTS	826.00
----------------	--------

PER CASK PINTS...	\$26.00
-------------------	-----	-----	-----	---------

81810

PER CASE PINTS,...	\$18.50
--------------------	-----	-----	-----	---------

Don Clark Binge \$24.00

PER CASE PINTS.....	\$24.00
---------------------	---------

NO COMMUNAL HALL CENTRAL

And Tired, Fretted Mothers

Find Comfort In Cuticura Soap and Ointment

When All Other Remedies are Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest-tired, worried mothers in warm bath with Cuticura Soap, and gentle anointings with Cuticura Ointment, purest emollient skin cures, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted and pimply skin of infants and children, as well as adults, and has succeeded in curing all other named and the best physicians fail.

The agonizing itching and burning of the skin, as in eczema; the bright redness, as in psoriasis; the loss of hair, as in alopecia; the itching, scaling, and crusting of the scalp, as in seborrhea; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, and anxiety of worried parents, as in milk crust, teething eruption, etc.,—all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment and Resolvent are so stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, power to afford immediate relief, constancy of use, and permanent cure, the absolute safety and great economy have made them the standard skin cures and humor remedies of civilized world.

Cuticura Resolvent, liquid and in the form of Chocolate Coated Pills, Cuticura Ointment and Cuticura Soap, sold throughout the world. Depots: London, 27 Chancery Sq.; Paris, 5 Rue de la Paix; Australia, R. Town Co., Sydney; Boston, 137 Columbus Ave. Potter Dr. Chemical Corp., Sole Proprietors.
Send for "How to Cure Skin Turtles," etc.

FLEET PEN.

FLEET PEN.
MACNIVEN & CAMERON LTD.

will not corrode in Warm, Damp Climate

MACNIVEN & CAMERON, LD.,
Edinburgh.

DR. NEWELL WILSON,
DENTIST.

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDING
81, Queen's Road Central
Hongkong 19th October 1904.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 21st, at 11.55 a.m. The barometer has risen over Japan, and fallen in China.

The highest pressure is lying between the E. coast of China and W. Japan.

Gradients are decreasing in the South, and the monsoon will moderate in the Formosa Channel and N. part of the China Sea.

Forecast:—Fresh to moderate E. winds cloudy, misty.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until ordered otherwise. Telephone Address: Press, Codes: A.H.C., 6th Ed. P.O. Box, 23. Telephone No. 12.

NEW ADVERTISEMENTS
CHINESE INTERPRETERS.

THE following Appointments in the service of the Federated Malay States are now vacant:—
Chinese Interpreter, Grade I, \$1,584 rising to \$1,920, One.
Chinese Interpreter, Grade II, \$1,056 rising to \$1,296, Three.
Chinese Interpreter, Grade III, \$828 rising to \$972, Two.
The necessary qualifications in addition to English, both spoken and written are:—
Grade I: Three Chinese dialects and a sound knowledge of the Chinese written character.
Grade II: Three dialects of Chinese and a good knowledge of the Chinese written character.
Grade III: Two dialects of Chinese and an elementary knowledge of the Chinese written character.
Applications should be sent to the SECRETARY FOR CHINESE AFFAIRS, Singapore, and should contain copies of recent testimonials and a statement of the manner in which the qualifications claimed by the applicant have been acquired.
Hongkong, 11th March, 1905. [667]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, 8, George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 25th March, 1905, at 11 A.M. for the year ending 31st December, 1904. The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 22nd March to Saturday, the 25th March, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1905. [669]

THE HUNG ON STEAM LAUNCH COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at an EXTRAORDINARY GENERAL MEETING held on the 22nd day of December, 1904, the subjoined Resolution was duly passed and at an Extraordinary General Meeting held on the 6th day of January, 1905, the subjoined Resolution was duly confirmed:—
"That the Company do voluntarily and that WONG KUNG TAK be appointed 'Liquidator.'"
Dated the 10th day of March, 1905.
GEO. K. HALL BRUTON,
Solicitor for
669 THE HUNG ON STEAM LAUNCH CO., LD.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED) on

TUESDAY AND WEDNESDAY, the 14th and 15th March, 1905, commencing at 2 P.M., each day, at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Lee House Street).

A VERY FINE COLLECTION OF JAPANESE CURIOS, comprising:—
SATSUMA CLOISONNE VASES, WALL PLATES and INCENSE BURNERS, SILK EMBROIDERIES, WALL HANGINGS, CUT-VELVET PICTURES, BRASS VASES, SILK EMBROIDERED SCREENS, SILVER CLOISONNE WARE, &c., &c., &c.
Catalogue will be issued.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th March, 1905. [670]

CONTRABAND OF WAR.

A JUDGMENT

Defining the term "CONTRABAND OF WAR" delivered by

SIR HENRY S. BERKELEY,
Chief Justice of Hongkong,
in the case of

OSAKA SHOSHEN KAISHA & CO. OWNERS of the S.S. "PROMETHEUS."

Together with the FINDINGS of Mr. E. A. HEWITT (Superintendent of the P. & O. Steam Navigation Company) in the ARBITRATION.

RE-ISSUED IN PAMPHLET FORM.

Copies 50 cents each may be obtained at the Office of the Hongkong Daily Press, Hongkong, Hongkong, 11th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. *Chindia*.
From Calcutta, ex s.s. *Sumatra*.
From Persian Gulf, ex s.s. *E.I.S.N.* and *E.I.P. & S.N. Co.'s* Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 P.M., To-day, the 10th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 10th March, 1905. [1]

INTIMATIONS

THEATRE ROYAL
CITY HALL.

THE EVENT OF THE SEASON

THE
DALLAS-
BANDMANN
OPERA CO.

Consisting of
35 ARTISTES 35

TO-NIGHT! TO-NIGHT!
SATURDAY, MARCH 11th.

"THE CINGALEE."

MONDAY, MARCH 13th.

"THREE LITTLE MAIDS."

From the Apollo Theatre, London.

TUESDAY & WEDNESDAY,
MARCH 14th & 15th.

"THREE LITTLE MAIDS."

Doors open 8.30. Commence 9 P.M.
Plan at ROBINSON PIANO CO., LD.
Prices as usual.
Late Train 15 minutes after the Performance.
Hongkong, 11th March, 1905. [543]

HONGKONG CLUB.

NOTICE.

THE SEVENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, Payable on FRIDAY, the 31st March, 1905, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock A.M. on SATURDAY, the 18th March, 1905.

Debtors of Debentures are invited to attend the Drawing.
By Order,
C. H. GRAOE,
Secretary.
Hongkong, 9th March, 1905. [659]

NOTICE.

MESSMAN Wanted by the Ward Room Officers of H.M.S. *Amphitrite* for passage to England. For particulars apply on board any forenoon.

Hongkong, 7th March, 1905. [632]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, 13th March:—
From Pok-shi-yan, towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On WEDNESDAY, 15th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 17th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SUNDAY, 19th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On TUESDAY, 21st March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On THURSDAY, 23rd March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SATURDAY, 25th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On MONDAY, 27th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On WEDNESDAY, 29th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 31st March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SUNDAY, 2nd April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On TUESDAY, 4th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On THURSDAY, 6th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SATURDAY, 8th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On MONDAY, 10th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On WEDNESDAY, 12th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 14th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SUNDAY, 16th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On TUESDAY, 18th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On THURSDAY, 20th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SATURDAY, 22nd April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On MONDAY, 24th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On WEDNESDAY, 26th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 28th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SUNDAY, 30th April:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On TUESDAY, 2nd May:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On THURSDAY, 4th May:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On SATURDAY, 6th May:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On MONDAY, 8th May:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On WEDNESDAY, 10th May:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 12th May:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

PUBLIC COMPANIES

GEO. FENWICK & CO., LD.

THE SIXTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held in the HONGKONG HOTEL THIS DAY (SATURDAY), the 11th day of MARCH, 1905, at 11.30 A.M., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 11th March, both days inclusive.

By Order of the Board of Directors
W. G. WINTERBURN,
General Manager.
Hongkong, 11th March, 1905. [580]

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, THIS DAY (SATURDAY), the 11th day of March, 1905, at 11.45 o'clock in the forenoon, when the subjoined resolution will be proposed:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Articles and marginal notes namely:

Power to X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments and transfer and transmission of shares and otherwise.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors.
W. G. WINTERBURN,
General Manager.
Hongkong, 11th March, 1905. [591]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Paddar's Street on THURSDAY, the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 8th March, 1905. [620]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Paddar's Street on THURSDAY, the 23rd March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 8th March, 1905. [619]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$4 per Share for the year ending 31st December, 1903, declared at To-day's Ordinary Annual Meeting, will be Payable at the Hongkong and Shanghai Banking Corporation, and Hongkong Shareholders are requested to apply for Dividend Warrants at the Company's Offices, Leaden Street, after 10 A.M. To-morrow.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 6th March, 1905. [626]

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcel Post to and from England.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 10th February, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (SATURDAY), the 10th and 11th March, 1905, at 11 A.M., each day, at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Lee House Street).

A Lot of MISCELLANEOUS ARTICLES, comprising:—
ELECTRO-PLATED TEA SET, SHEPHERD KNIVES, FORKS and SPOONS, JAM and BISCUIT JARS, SARDINE BOXES on E.P. STANDS, GLASSSTONE BAGS, SILK UMBRELLAS, BLANKETTS, COUNTERPANES, PERFUMERY, GLASS FLOWER HOLDERS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th March, 1905. [652]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (SATURDAY), the 11th day of MARCH, 1905, at 11 o'clock in the forenoon at the Premises.

With the approval of Anthonio Seth, Esq., the Registrar of the Supreme Court of Hongkong, pursuant to the Order for sale made in Action No. 24 of 1905, Original Jurisdiction, and dated the 25th day of February, 1905.

800 LOGS OF TIMBER.
Stored on Island Lot No. 905, Delchers Street, Kennedy Town, Victoria, Hongkong. Suitable for building purposes, and well seasoned, comprising 400 Logs of CYPRESS PINE measuring about 6,000 cubic feet.

400 Logs of HARDWOODS measuring about 6,000 cubic feet.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 1st March, 1905. [684]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (SATURDAY), the 11th March, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road.

SUNDRY HOUSEHOLD FURNITURE, CANTON BLACKWOOD CABINET and CHAIRS.

PICTURES and OVERMANTLES, CROCKERY, GLASS and PLATED WARE.

IRON SAFE, COOKING STOVE, BICYCLE, PIANO, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 9th March, 1905. [631]

PUBLIC AUCTION.

THE Undersigned have received instructions from FRANK SMITH, Esq., to sell by Public Auction.

TO-DAY (SATURDAY), the 11th March, 1905, commencing at 2.30 P.M., at his residence "D'ARCON" No. 13, at Conduit Road.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

comprising:—
SILK TAPESTRY DRAWING ROOM SUITE, BEVELLED OVERMANTLES, BRASS FENDERS, FANCY TABLES, BRUSSELS CARPETS, LACE CURTAINS, &c.

EXTENSION DINING TABLE and CHAIRS SIDEBOARD with Bevelled Mirror, CHIFFONNIER, HAT-STAND with Bevelled Mirror, CUTLERY, GLASS and CROCKERY WARE, &c.

DOUBLE BEDSTEADS, WARDROBES with Bevelled Glass Doors, MARBLE-TOP WASHSTANDS, TOILET TABLES, CHEST OF DRAWERS, TILINED BOX SOFAS, &c., &c.

KITCHEN, PANTRY and BATHROOM REQUISITES.

Also
One COTTAGE PIANO by COLLARD and COLLARD.

TERMS:—As Customary.
On View from Friday, the 10th March. Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 6th March, 1905. [630]

PUBLIC AUCTION OF JAPANESE SILK EMBROIDERIES AND ART CURIOS.

THE Undersigned has received instructions to sell by Public Auction,

MONDAY, the 13th March, 1905, and TUESDAY, the 14th March, 1905, commencing each day at 2.30 P.M., at the City Hall, Chamber of Commerce Room.

A MAGNIFICENT COLLECTION OF JAPANESE SILK EMBROIDERIES AND ART CURIOS.

comprising:—
SILK EMBROIDERED PALACE HANGINGS, PRIESTS' ROBES, TEMPLE BROCADES, OLD FUKUSA, COURT KIMONOS, SILK VELVET PICTURES (landscapes and other designs), &c., &c.

VERY FINE GOLD LACQUERED BOXES, INRO, OLD FROUSE LACQUERED SCREENS and TABLES.

CHOICE SELECTION OF EMBROIDERED SCREENS, OLD PALACE DOORS with Fine Designs.

FINELY EXECUTED DAMASCENE and SILVER WARE.

A Quantity of OLD BRONZES, KAKEMONOS.

Fine Selection of SATSUMA and other PROCELAINS.

Also
Two Fine DIAMOND RINGS and One CARVED GOLD RING.

TERMS:—As usual.
The above, which is equal to anything that has been offered for sale locally, will be on exhibition from Thursday, the 9th March. Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 7th March, 1905. [637]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily

ROBINSON PIANO Co. LD.

30 YEARS IN CHINA WITH
17 YEARS' EXPERIENCE, OF THE
CLIMATE OF HONGKONG.

MANUFACTURE THE ONLY PIANOS

MADE IN HONGKONG FOR THE
CLIMATE OF HONGKONG.

\$340 TO \$495

CASH, HIRE OR CREDIT.

ALL MATERIAL AND PARTS

SEASONED HERE

YEARS BEFORE USE.

BABY GRANDS

FOR SMALL ROOMS WITH

TOPE AND APPEARANCE OF

A FULL GRAND. **\$890**

BECHSTEIN ROYAL PIANOS.

PIANO PLAYERS.

\$300 UPWARDS.

Hongkong, 22nd February, 1905.

HIRANO. WATER.

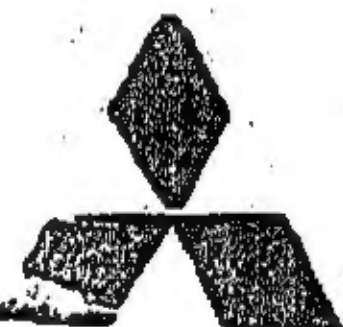
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNOLDS & Co.

Beware of Japanese Imitations.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1905.

CLARKE'S B 41 PILLS are
warranted to cure in either sex, all acquired or
constitutional from the Discharges Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. Sold by all Chemists and Patent
Medicine Vendors throughout the World.
Proprietors, THE LINCOLN AND MIDLAND
COUNTIES DRUG COMPANY, Lincoln, England.



MITSUBISHI GOSHI-KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI."

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

AI, ADO 5th Edition, Western Union Code.

All Letters Addressed—

MANAGERS, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES—

NAGASAKI, MOI, KOBE, KARATSU

AND HANKOW.

AGENTS—

SHANGHAI, H. J. H. TRIPP.

HONGKONG, H. U. JEFFRIES.

MANILA, MACDONALD & Co.

CHINKIANG, GEARING & Co.

YOKOHAMA, M. ASADA.

CONTRACTORS OF COAL TO THE Imperial

Japanese Navy and Foreign Navies; the

Imperial Arsenal; the Imperial Railway;

Sanyo, Kishu and the other Principal Rail

ways; Industrial Works, Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL TO Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS OF Takashima,

Oshi, Shinaw, Namsuwa and Kami-Yamada

Collieries and also Hojo Colliery, which will

be ready to produce on a large scale the best Buzen

Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)

and Matsushima Coals.

The Head and Branch Offices and the Agencies

of the Company will receive any order for

Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted

to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam coal in

the East is now produced in abundance and

can be supplied in any quantity.

Hongkong, 15th February, 1905.

JAPANESE STUDY OF THE WAR.

Of "The Russo-Japanese Conflict," a new

book by K. Asakawa, Ph.D. the Times says—

This valuable book deserves to be purchased,

read with attention, and kept at hand for

reference by all those who take an interest in

the origin and issues of the great

campaign in the Far East. Those who desire

indefatigable research, lucidity of expression,

and breadth of view in the treatment of con-

temporary history cannot fail to give a favour-

able reception to this volume; and the fact that

the subject is treated with impartiality and a

realistic spirit of observation will do

nothing to detract from the reader's pleasure.

Without wasting effort upon excursions into

more remote history, Mr. Asakawa opens his

examination with the year 1895 and the retro-

cession of Liautung by Japan at the bidding

of the three Powers who combined to deprive

her of the fruits of her victory; and he closes

his attractive and concise narrative with

observations upon the Russo-Japanese treaty

of February 27 of last year. Within

this eventful period of nine years there are

crowded many events, many scenes, and

many actors; and in no other period of modern

history can there be found a story so involved,

so absorbing, and so truly symbolical of all the

striving interests of the world we live in. It is

a synthesis of the acts of modern diplomacy

and a synopsis of the crafts of statesmanship,

while it affords the key-note to the policy, the

strength, and the weakness of principalities and

individuals great and small. We cannot fail to

recognize that we are spectators of a profoundly

interesting drama, not indeed devoid of touches

of humour, but, on the whole, tragic in its

leading situations and still more tragic in its

end. The author is a safe guide through these

stirring scenes. His marshals his facts with

order and skill, supplies every text and reference

that we can require for the refreshing of our

memories, and, while missing nothing of serious

importance, preserves intact throughout the

narrative a balanced judgment, a fine sense of

proportion, and a perfect continuity of ideas.

To remark that Mr. Asakawa presents us

with a clear and impartial narrative of facts is

to say in many words that a more damning

indictment of Russian diplomacy has not as yet

been given to the world. Sometimes, indeed, we

can almost find it in our regret that the Japanese

spirit is so singularly devoid of passion, so

eminently schooled to restraint in word and

deed, that it can allow a record of so many acts

of signal duplicity to pass in review without a

shade or a shadow of disapproval or condemnation.

Coldly and judiciously, like a surgeon

dissecting a corpse, the author lays bare the

whole pitiful tale of Russian aggression and

deceit; but he never loses his calm, and the

calmly critical and reasoned line of argument

which he adopts is more powerful and more im-

pressive than a whole volume of adjectival

invective. Only once, and then rather with an

air of detachment, does the writer express the

thoughts which will constantly recur to the

thoughts of the majority of his readers:

"The moment a complex diplomatic machinery

relies upon subterfuge for its success, its

ingenuity will be taxed to the utmost, or

unity will be in danger. For it will not be easy

to make the entire body of diplomatic agents speak

the same truths at all places and at all times."

So far as Russia is concerned, Mr. Asakawa is

not content with the bare record of her diplo-

matic double-dealing. He probes down for first

causes, and some of his discoveries are

additional importance in view of the evidence of

popular dissatisfaction given us by recent events

within the Russian Empire.

The author wastes few words in disparage of

the orientation of Russian foreign policy

throughout the eventful period of which he

travels. On the contrary, he shows quite plainly

that, in his view, whether in Manchuria, Persia,

or Asia Minor, Russia is compelled to establish

an exclusive control, if she can, in order to

create and maintain Russian markets by artificial

means. It is imperative, he thinks, for her to

disregard the interests of consumers and the

growing industrial claims of neighbouring

nations, or to see herself ousted by Power better

equipped or better circumstanced for the race of

trade. He does not cavil at this tendency but

accepts it as a necessary law of Russian

existence, and then proceeds to show how and

why the interests and rights of others

gradually assumed a position of antagonism to

this current, and, in the case of Japan, were at

last compelled to endeavor to arrest its course.

He suggests that the real tendency of Russian

expansion has been territorial rather than

commercial; he considers that this policy has

been costly, and he finds a remarkable incongruity

between the economies of the people and the

finance of the Government. The strain of

Russian expenditure would be, he thinks,

too great even for an industrial nation of the

first rank; and he holds that, whereas Russia

has become apparently richer and more power-

ful, her people have, in point of fact, steadily

deteriorated and have become more and more

enmeshed in poverty and discontent. What Russia

aimed at in Manchuria, and still desires in

other parts of Asia even less formally under

her control, is a close thorough for her trade,

surrounded by tariff walls and protected by

subsidies, monopolies, and the like, giving her

the option at any moment, of declaring an Asiatic

continental blockade against her political or other

enemies. What this project entails was well

summarized by the situation in March of last

year, when Russia declared martial law at Ni-

chwang. She had included food in her list of

contraband, and as a consequence, and until the

Japanese occupation took place in July, the

export of millet, beans, and bean-cake wholly

ceased.

In casting a glance back over the period dealt

with by the Japanese author, we become sensible

of the unavoidable necessity for the opposition

of the Anglo-Saxon nations and of Japan to the

ends and aims of Russia. To Japan, above

all, the question was vital. Predominance in

Korea, free expansion for her population in

Manchuria, and equal rights for all nations to

develop the immense resources of China were

an economic necessity of the first order to the

island empire; whereas the interests of

Russia were mainly political and strategic. If

the nearest continental markets become closed

against her, nothing is more certain than

that Japanese national life will become paral-

ysed, since no nation can exist without food

and no people without occupations. The terri-

torious overlordship of which Russia aspires

to possess supply Japan with the necessities of

life; and it is through the open door alone that

these necessities can freely pass. If Japan is

in a large measure, fighting the battle of the

world, her cause is also one of national existence

for her own people; and no one can complain

if the event proves that her circumstances and

situation allow her to profit most of all in the

end from the heavy sacrifices entailed upon her

by the war. Mr. Asakawa traces, step by step,

the gradual rise of Japan to the position of

preponderance in the Eastern drama, but in so

doing he does not neglect a close and searching

scrutiny into the words and acts of other great

Powers. In so far as British policy is con-

cerned, the record is not wholly gratifying until

the control of our foreign relations passes into

the hands of Lord Lansdowne. Up to that point

THE HONGKONG DAILY PRESS, SATURDAY, MARCH 11TH, 1905.

the author criticizes the failure of our endeavours

to substitute the principle of retaliation

and balance of power for that of effective

prevention of evil, and we need take no

pains to deny that this criticism is in the

main just. Yet, when he passes on to

inquire into Japan's mistakes and failures in

Korea, he is fair to admit that Japan herself

made a practically identical mistake. Both in

1895 and 1896 Japan entered into an imperious

association with a despotic and aggressive

Power, and the rest of the admission of

Russia into partnership with Japan in Korea

was all that might have been expected. In

tracing the history of the Russo-Japanese

negotiations, Mr. Asakawa is fair to the out-

break of war. Mr. Asakawa is tender towards the

Russian Foreign Office. He considers that the

real instigators of Russian policy were com-

pletely out-of-hand, and that neither Count

Lamsdorff nor even the Tsar had any serious

SHIPPING.

ARRIVALS.
ATHENS, British str., 4,000, S. Robinson, 10th March.—Vancouver 8th Feb. and Shanghai 7th Mar. General.—C. P. R. Co.
BENGAL, British str., 2,751, G. Phillips, 10th March.—Shanghai 7th March, Mails and General.—P. & O. S. N. Co.
DAIYA MARU, Japanese str., 1,732, A. Yokoyama, 10th March.—Moj, Coal.—Mitsui Bishi Kaisha.
GARA, German str., 625, H. Dahl, 10th March.—Bangkok 1st March, Rice and Rice-flour.—Chinese.
GOVERNOR, Norwegian str., 2,608, A. Gjertsen, 10th March.—Cardiff 31st Dec. Coal.—Order.
HAMBURG, British str., 1,450, D. Thomas, 10th March.—Barry 10th Jan. Coal.—Doddwell & Co.
HUANG, Norwegian str., 829, G. Salberg, 10th March.—Wuhu, Rice. Chinese.
NUBIA, British str., 1,845, E. N. Tildard, 10th March.—Bombay and Singapore 5th Mar. Mails and General.—P. & O. S. N. Co.
ONANG, British str., 1,767, J. T. Davies, 10th March.—Samarang 27th Feb. Sugar.—Jardine, Matheson & Co.
TAKING, British str., 1,390, Outerbridge, 10th March.—Munich 7th March, General.—Butterfield & Swire.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE
 10th March.
Decline, German str., for Swatow.
Mathilda, German str., for Hainan.

DEPARTURES.
 9th March.
STONE NO. DIER, Danish str., for a cruise.
 10th March.
DOUBSON, German str., for Saigon.
HONGKONG, German str., for Moj.
HUANG, Norwegian str., for Canton.
LUYEN, British str., for Newchwang.
KROONWAL, German str., for Hongkong.
LOUISIANA, British str., for Manila.
PETRAH, German str., for Newchwang.
RUBI, British str., for Manila.
SANBIA, German str., for Hamburg.
SILBIA, German str., for Hongkong.
SWADA, British str., for Yokohama.
TAIWAN, British str., for Ningpo.
TINGGANG, British str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Oceanic* reports: Fine weather to Paracels, and then moderate to strong breeze to arrival; high swell from N.E.
 The British str. *Athenian* reports: Light northerly winds first part, then moderate to fresh N.E. through Straits to Hongkong; weather overcast and hazy.

VESSELS IN DOCK.
 10th March.
ABERDEEN DOCKS.
 On docks: *Scholar*, *Lisbon*, *Venice*, *Tartarus*, *H.M.S. Jervis*, *Chingta*, *Chantao*, *Lithian*, *Hollow*.
 On *Public Dock*: *Rejeburi*.

VESSELS ON THE BERTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

"BENGAL."
 Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 11th March, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceana," 6,610 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Yarns, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 22nd April, 1905.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and values of all packages are required.
 For further particulars, apply to
E. A. HEWITT,
 Superintendent.
 Hongkong, 27th February, 1905.
PENINSULAR AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at MANILA, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
 THE Steamship

"EASTERN."
 Captain W. Ellis, will be despatched for the above ports on MONDAY, the 13th inst., at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 21st February, 1905.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.
 THE Company's Steamship
"HATTAN."
 Captain Rosch, will be despatched for the above ports on TUESDAY, 14th inst., at 9 A.M.
 For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
 General Managers.
 Hongkong, 10th March, 1905.
FOR SINGAPORE, PENANG AND CALCUTTA.

"LIGHTNING."
 Captain J. G. Spencer, will be despatched for the above ports on TUESDAY, the 14th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID HASSON & CO., LD.,
 Agents.
 Hongkong, 2nd March, 1905.

THE Steamship
"LIGHTNING."
 Captain J. G. Spencer, will be despatched for the above ports on TUESDAY, the 14th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID HASSON & CO., LD.,
 Agents.
 Hongkong, 2nd March, 1905.

VESSELS ADVERTISED AS LOADING.
 To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.
 1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP.	JAPAN	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP.	MEMONTREUSE	Brit. str.	—	C. H. Burch	SHAW, TOMES & CO.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP.	MAISON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, &c. via PORTS OF CALL.	RHENANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 18th inst.
BREMEN, via PORTS OF CALL.	OCEANIC	Front. str.	—	Oliver	MESSENGER MARITIME	On 21st inst., at 1 P.M.
HAVRE & HAMBURG.	PHINXES ALICE	Ger. str.	k. w.	P. Wotkin	MEISSNER & CO.	On 15th inst., at Noon.
HAVRE & HAMBURG.	SOFIA	Ger. str.	k. w.	Kraus	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG.	SLAVONIA	Ger. str.	k. w.	Madson	HAMBURG-AMERIKA LINIE	On 18th April.
GENOA, MARSEILLES & LIVERPOOL.	NEOVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL.	PATROCLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
GENOA, MARSEILLES & LIVERPOOL.	ALCIBIUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
TRIESTE, &c. via SINGAPORE, &c.	M. BACQUEHEM	Aus. str.	—	Rass-vieh	SANDER, WIELER & CO.	On 28th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL.	ST. PHILIPS	Brit. str.	—	—	DODWELL & CO. LD.	About 23rd inst.
NEW YORK, via PORTS & SUEZ CANAL.	SCHUYLLER	Brit. str.	—	Nicholas	STANDARD OIL CO.	Quick despatch.
NEW YORK, via PORTS & SUEZ CANAL.	HUNDOY	Brit. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 9th April.
VANCOUVER, via SHANGHAI, &c.	ATREMAN	Brit. str.	1 m.	Burnett	STANDARD OIL CO.	About 23rd April.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	QANPA	Brit. str.	1 m.	F. G. Purington	CANADIAN PACIFIC R. CO.	On 20th inst.
SEATTLE, via SHANGHAI & JAPAN.	MINNESOTA	Am. str.	—	J. H. Rinder	BUTTERFIELD & SWIRE	On 24th inst.
PORTLAND, OREGON.	NICOMEDIA	Brit. str.	—	Wagner	DODWELL & CO. LIMITED.	On 30th inst.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	—	Ellis	NIPPON YUSEN KAISHA	About 18th inst., at 4 P.M.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	On 13th inst., at Daylight.
YOKOHAMA, via SHANGHAI, MOI & KOW.	CHYLOU	Brit. str.	—	C. F. Lockstone, R.N.E.	BUTTERFIELD & SWIRE	On 14th inst.
Kobe.	TIENSIN	Brit. str.	—	C. D. Goldsmith, R.N.E.	P. & O. S. N. Co.	About 19th inst.
TIENSIN.	CHINGTU	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 11th inst.
WOSANG.	WOSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
NUBIA.	NUBIA	Brit. str.	—	F. N. Tildard	JARDINE, MATHESON & CO.	On 13th inst., at 4 P.M.
TRIUMPH.	TRIUMPH	Ger. str.	—	A. Hansen	P. & O. S. N. Co.	To-day, at 10 A.M.
PRINCE ALICE.	PRINCE ALICE	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 15th inst., at Daylight.
PRINCE REGENT LUTPOLD.	PRINCE REGENT LUTPOLD	Ger. str.	—	C. Olson	OSAKA SHOSHEN KAISHA	On 13th inst., at Daylight.
PRINCE HEINRICH.	PRINCE HEINRICH	Ger. str.	—	Rench	OSAKA SHOSHEN KAISHA	On 14th inst., at 9 A.M.
PRINCE EITEL FRIEDRICH.	PRINCE EITEL FRIEDRICH	Ger. str.	—	R. Rodger	DOUGLAS LAPRAIK & CO.	On 14th inst.
PREUSSEN.	PREUSSEN	Ger. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 18th inst., at 10 A.M.
ROON.	ROON	Ger. str.	—	F. G. Purington	SHAW, TOMES & CO.	On 25th inst., at 10 A.M.
BAYERN.	BAYERN	Ger. str.	—	—	DODWELL & CO. LD.	About 18th inst.
ZIETEN.	ZIETEN	Ger. str.	—	Zurries	BUTTERFIELD & SWIRE	On 16th inst.
GNESSEN.	GNESSEN	Ger. str.	—	J. G. Spencer	JAVA-CHINA-JAPAN LINE	Quick despatch.
SACHSEN.	SACHSEN	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 3 P.M.
SCHALNHORST.	SCHALNHORST	Ger. str.	—	—	DAVID HASSON & CO., LD.	On 14th inst., at 3 P.M.
PRINCE HEINRICH.	PRINCE HEINRICH	Ger. str.	—	—	CARLOWITZ & CO.	On 14th inst., at Noon.
PRINCE EITEL FRIEDRICH.	PRINCE EITEL FRIEDRICH	Ger. str.	—	—	—	—

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 18th Mar., 10 A.M.
RUBI	2540	A. H. Notley	Manila.	Sat., 25th Mar., 10 A.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 11th March, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.
 OPERATING IN CONJUNCTION WITH THE
NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY
 OF UNITED STATES, AMERICA.

SEATTLE.
 VIA
 SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 The Magnificent New Twin-screw Steamship
"MINNESOTA."
 TONS 20,718 GROSS REG. CAPACITY 25,000 TONS.
 (J. HERBINDER, COMMANDER).
 Will sail on or about
SATURDAY, 18th MARCH, AT 4 P.M.
 Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK and CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.
 This Steamer is luxuriously fitted with spacious suites and staterooms; equipped with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the sale transit of SILK, TREASURE and Valuable Cargo.
 PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.
 For FREIGHT or PASSAGE, apply to
GEO. SUTHERLAND, NIPPON YUSEN KAISHA,
 GENERAL TRAFFIC MANAGER. AGENTS.
 Hongkong, 1st March, 1905.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.
 PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
 FOR STEAMERS TO SAIL.

SINGAPORE and SOURABAYA "FOOSHING" Saturday, 11th Mar., 3 P.M.
 TIENSIN "WOSANG" Monday, 13th Mar., 4 P.M.
 * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chafco, Tientsin and Yangtze Ports.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th March, 1905.

SOUTH AFRICAN LINE OF STEAMERS.
 HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
 The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN" Captain J. C. Williamson.
 S.S. "INDRAVELLI" Captain S. Callington.
 S.S. "COURTFIELD" Captain J. W. Martin.
 S.S. "CRANLEY" Captain W. E. Steele.
 S.S. "IKBAI" Captain M. Robertson.
 S.S. "ASCOT" Captain C. E. Cox.
 S.S. "SEKH" Captain J. Rowley.
 S.S. "INKULA" Captain Dean.
 S.S. "KATHERINE PARK" Captain Copp.
 For Freight, apply to
GIBB, LIVINGSTON & CO.,
 AGENTS.
 Hongkong, 10th February, 1905.

OSAKA SHOSHEN KAISHA
 REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY
 "FRITHJOE" SUNDAY, 12th Mar., at Daylight.
 FOR FOCHOW, VIA SWATOW AND AMOY
 "TRIUMPH" WEDNESDAY, 15th Mar., at Daylight.
 FOR TAMSUI, VIA SWATOW AND AMOY
 "E. JOHNSON" SUNDAY, 19th Mar., at Daylight.
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 Hongkong, 27th February, 1905. T. ARIMA, Manager.

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	SAILING DATES.
PRINZESS ALICE	15th March
PRINZ REGENT LUTPOLD	23rd March
PRINZ HEINRICH	12th April
PRINZ EITEL FRIEDRICH	23rd April
PREUSSEN	10th May
ROON	24th May
BAYERN	7th June
ZIETEN	21st June
GNESSEN	5th July
SACHSEN	19th July
SCHALNHORST	2nd August
PRINZ HEINRICH	16th August
PRINZ EITEL FRIEDRICH	30th August

ON WEDNESDAY, the 15th day of MARCH, 1905, at NOON, the Steamship **PRINZESS ALICE**, Captain P. Wotkin, with MAILS, PASSENGERS, SPECIES and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 13th March. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th March, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 14th March.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
 Hongkong, 2nd March, 1905.

HAMBURG-AMERIKA LINIE.
 OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.
 PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES. Freight & Passengers.
 * RHENANIA (MARSEILLES, HAVRE & HAMBURG) On 18th Mar. Freight & Passengers.
 Capt. Behrens (Calling at Singapore, Penang and Colombo)
 SUBVIA (HAMBURG & HAVRE) On 4th April. Freight.
 Capt. Knies (Calling at Singapore, Penang and Colombo)
 * SILBIA (HAVRE and HALL) On 18th April. Freight & Passengers.
 Capt. Balle (Calling at Singapore, Penang and Colombo)
 * SLAVONIA (HAVRE and HAMBURG) On 2nd May. Freight & Passengers.
 Capt. Knies (Calling at Singapore, Penang and Colombo)
 SEGOVIA (HAVRE and HAMBURG) On 16th May. Freight.
 Capt. Knies (Calling at Singapore, Penang and Colombo)
 NUBIA (NEW YORK via SUEZ) On 9th April. Freight.
 Capt. Knies (Calling at Singapore, Penang and Colombo)
 Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by electricity.
 For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA."
 Captain Magagnoli, will be despatched as above on TUESDAY, the 14th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
 Agents.
 Hongkong, 8th March, 1905.

COMPAGNIE DES MESSENGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BREMEN, MEDITERRANEAN AND BLACK SEA PORTS.
"OCEANIC."
 Captain Oliver, will be despatched for MARSEILLES on TUESDAY, the 21st March, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TOURANE" ... 4th April.
 S.S. "TONKIN" ... 18th April.
 S.S. "DUMBEA" ... 2nd May.
 L. BEIDOU, Acting Agent.
 Hongkong, 8th March, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG, 1905.
 About
 S.S. "FILLANS" ... 23rd Mar.
 "LOWTHER CASTLE" ... 18th April.
 For Freight and further information, apply to
DODWELL & CO. LD.,
 Agents.
 Hongkong, 23rd February, 1905.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR ROME AND TRIESTE (DIRECT).
 Calling SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"MARQUIS BACQUEHEM."
 Captain Rasewich, will be despatched as above on TUESDAY, the 28th inst., P.M.
 For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 4th March, 1905.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central, Hongkong, 15th March, 1904.

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, R.N.E.
THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays, at 8.30 A.M.; departs from Macao on Week Days about 2.30 P.M. and on Sundays at 6.30 P.M.
 FARES—(week days) 1st Class (including cabin and servants), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Stevedores 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
WING ON & CO.
 2nd Floor, 16, Victoria Street, Hongkong, 7th October, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ALCANTARA"	On 15th March.	
GLASGOW and LIVERPOOL	"OANPA"	On 21st March.	
GLASGOW and LIVERPOOL	"KAISOW"	On 28th March.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 1st April.	
GLASGOW and LIVERPOOL	"JASON"	On 8th April.	
GLASGOW and LIVERPOOL	"LAETES"	On 15th April.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 22nd April.	
GLASGOW and LIVERPOOL	"CHINGWU"	On 29th April.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 6th May.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 13th May.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.	
AMSTERDAM, LONDON and ANTWERP	"PATROCLOS"	On 15th March.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 23rd March.	
AMSTERDAM, LONDON and ANTWERP	"ALACHON"	On 29th April.	
AMSTERDAM, LONDON and ANTWERP	"ALCANTARA"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 25th April.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA	"OANPA"	On 24th March.	
	"TELEMACHUS"	On 29th April.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSMA"	On 14th March.	
MANILA	"TAMING"	On 14th March.	
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 16th March.	
KOBE	"CHINGTU"	On 21st March.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvaried Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th March, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
LONDON, &c.	BENGAL G. Phillips	11th March		See Special Advertisement.
SHANGHAI	NUBIA F. N. Tiller	10 A.M., 11th March		Freight and Passage.
KOBE	TIENSHIN C. D. Goldsmith, R.M.S.	About 11th March		Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN E. P. Martin, R.M.S.	About 15th March		Freight and Passage.
YOKOHAMA via SHANGHAI, MOI and KOBE. (Passing through the Inland Sea)	CEYLON C. F. Lockstone, R.M.S.	About 19th March		Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA

MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	F. G. Purington	Thursday, March 30th
SHAWMUT	3,606	E. V. Roberts	Thursday, April 13th
TREMONT	3,606	T. W. Garlick	Friday, April 21st
LYRA	4,417	G. V. Williams	Monday, May 1st

† Cargo only.

FOR MANILA.

S.S. PLEIADES	3,753 tons	F. G. Purington	About 18th March.
S.S. SHAWMUT	3,606 tons	E. V. Roberts	About 12th April.
S.S. LYRA	4,417 tons	G. V. Williams	About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 11th March, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 28th April.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons	WEDNESDAY, 10th May.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA FOR
SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
"OREGON RAILROAD & NAVIGATION CO."

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brumer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th February, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Company's Steamship

"MERIONETHSHIRE"
Captain C. H. Burch, will be despatched for
the above ports on or about MONDAY,
the 20th March.

This steamer has superior accommodation for
passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th February, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST).

"SCHUYLKILL"
Captain Nicholas, due here on April 1st, will
have prompt despatch as above.

She will be followed by the s.s. "HUDSON,"
Captain Burnett, sailing hence on or about
April 23rd.

For Freight & further information, apply to
STANDARD OIL COMPANY

Original Freight Department,
4, Des Voeux Road, Central,
Hongkong, 3rd March, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.

For Freight and other particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEATTLE
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.

For further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chester Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—
Standard Oil Co.

JAPAN AND INDO-CHINA.

THE KADOMA "DOCUMENT."
(BY A NAVAL OFFICER.)

A certain attribute of national character which the Englishman would not admit, and the foreigner, in all probability, is not altogether a thing to be despised. The Anglo-Saxon is constitutionally slow; his mental processes are the reverse of agile, and, to use colloquial language, it takes some time to heat a thing into his head. The very reverse is our friend the Frenchman, who is all nerves, wires, and vivacity; quick to a degree and prone to jump at conclusions; and it is this quality which makes him an ununderstandable to the English, just as the slowness of the latter makes him an insoluble problem to the French. Just lately the *Echo de Paris* has published a document purporting to be written by Baron Kadoma disclosing a perfected plan for the invasion of Indo-China by the Japanese, and this evidence of the "portly" of the Japanese has given rise to that one or two of the more responsible organs remember 1895 and how the fruits of well won victory over China were snatched from the Japanese by the French, with the assistance of Russia and Germany; but this very fact makes the more sober-minded inclined to believe that there "must be something in it" in spite of the categorical denials of Japanese diplomats. The burden of Empire in the present day is no light matter, and as time passes and enthusiastic visions of world-wide dominion come to be riveted in the cold, dry light of national finances and the National Exchequer, those resolute lines which pointed and glorified the ambitions of Continental Powers have faded to a dull drab of materialistic disappointment. For France there is South-West Africa, for Germany there is the Herero and Namaqua desert, and for the United States there is the Philippines. In Northern Africa, including Morocco, and now Indo-China.

Monsieur Deloncle, who has presented a report on the subject of the defence of Indo-China to the "Commission extra-Parliamentaire de la Marine," considers that "Japan, even if isolated, is the most serious danger to France, for which we have to fear in Indo-China." He foresees the possibility of joint action between China and Japan in this direction, and is by no means considered to be taking a pessimistic view of the situation by his own countrymen for so doing; and from the general configuration of the sea and land frontiers of Indo-China, Annam, and Tonkin, which would be a general plan of operations which would be likely to be pursued. He recognises that from the first Japan could, and would, acquire the command of the sea, as the French fleet in Far Eastern waters could not make headway against the "Nippones," and would be compelled to take refuge in Saigon, which would then be blockaded; and that the effect of the blockade would be to allow the Japanese to transport troops without let or hindrance, and the arrival of reinforcements from France. "The Japanese," says Monsieur Deloncle, "would establish bases at Plo-ou-ou, Kwang-Chau-Wan, and also on the coast of Annam, and we should be able to do nothing to stop them from establishing and disembarking." The only remedy, in his estimation, is to suffice only to strengthen the colony to enable it to hold out against the Japanese attack until such time as reinforcements could reach it from the mother country. But here Monsieur Deloncle is fallen foul of by a naval critic who points out that, should France lose the command of the sea in the first instance to an enemy with a base as near at hand as Formosa, the chances will be terribly against her regaining it, as her nearest "jumping off place," the *Siege de Suvaie*, is on the other side of the Indian Ocean; and with Saigon blockaded, the French reinforcements would be in even worse case than at present Admiral Rozhdestvensky, who at all events, has Vladivostok as an objective, supposing that he can get there. It is pointed out by the deputy that the French fleet is in the Far East mostly for the purpose of maintaining the peace, and is not a fighting force at the beginning of the war; and that the Reserve Division at Saigon is practically useless for war except for the personnel of 585 men, which would be at the disposal of the admiral. The idea that a second base to the northward of Saigon might serve as a refuge for French vessels which could not reach Saigon is not approved of by the critics, as they point out that nothing but a strong and solid fortress would be able to protect the fleet until the arrival of reinforcements. Saigon itself does not find favour in the eyes of these gentlemen, who point out that the Dockyard is old-fashioned and practically useless, that there is not even an installation of electric light (English Dockyards please take notice); that an outfit of 151 machine tools ordered in the year 1901 are still only conspicuous by their absence, and that there is only one basin capable of taking a big ship. Monsieur Deloncle demands that another basin be commenced at once, and that steps be taken to make the Dockyard and Arsenal co-relative to the increased fleet which must in future be employed by his country in the Far East. Also he points out that the coal in stock is just sufficient to fuel the present fleet.

That naval preponderance means the retention of the loss of her Asiatic possessions to France seems to be the idea of all who are now considering the subject; but the means of realising this amount of force is one question, and the description which it is to take is another. Is it to be by the maintenance of a large battle fleet, or is it to be by means of a defensive force of submarines and destroyers? Monsieur Deloncle inclines to the latter theory; but here the practical man step in and, doubtless in strict privacy, point to what has happened to Russia by adherence to a strictly defensive means of naval warfare and the clinging to a base.

It is now time to consider "Le document Kadoma," which has created such a sensation in France and which, whether of Japanese origin or not, or by whomsoever written, is a very remarkable and interesting publication. One would like very much to know from what source it was procured by the *Echo de Paris* in the first instance? In any case, from a naval and military point of view it seems to point to the fact that should the Japanese so desire, they would have a very little trouble in landing and overrunning what is now French territory. The document is dated 1902, and elaborates the following idea: Japan desires the legitimate ambition to drive out from Southern Asia the people there established, but in order to do this it is first necessary and indispensable to take the Japanese coast from the grip of Russia; otherwise at the end of an extended war, the world will find herself face to face with an implacable enemy opposite to her coasts. The very first cause for complaint which Japan has against France, Germany, and Russia, are then passed in review, demonstrating the manner in which the former nation was deprived of the fruits of her victory over China. A war against Russia (it must be remembered this purports to have been written in 1902) no matter what the result, would cripple Russian naval and military resources for years in the Far East,

and would assure the docility of the Chinese; China would play in the war of Indo-China the part played by Korea in the war of Manchuria. The great and general idea of the plan of attack would be to base the Japanese concentration in Formosa, where all stores, ammunition, and munitions of war would be accumulated; and from this base the Japanese would move forward, placing for the commencement of hostilities, the Japanese the author concerning the transporting power of the Japanese mercantile marine and these generally adopted by the military authorities. Five divisions could be transported at the same time, and this would oblige the army of invasion to be moved in two parts. The first, chosen for the disembarkation at the Bay of Kwang-Tschu, to the north of Tientsin and contiguous to the Chinese southern provinces. That portion of the Japanese Army, formed in two divisions, which was first ready, would embark on the tenth day of mobilisation at Nagasaki, and proceed under convoy to Formosa, the transports regaining the Japanese ports on the seventeenth day, and embarking the second two divisions. These latter would be flung directly into the Indo-Chinese coast on the thirty-first day. The convoy would then return to Formosa and embark the first lot, which would be augmented by the B. Division mobilised in Formosa itself, and forming with it this main army. By working the transports will be saved by using Formosa instead of the return journey to the Japanese coast. This gain in time is, in the opinion of the author of the "document," indispensable, as he calculates that the provisionally absolute command of the sea held by Japan during the forty days might possibly come to an end when French reinforcements of the battleships from Europe arrived at the battlefront. When this occurs—and it is fairly calculated for—the Japanese Army will be morally and materially established in Southern China, and independent of the happenings at sea. A third army, destined to reinforce the two first, will be disembarked in the year of Formosa at Plo-ou-ou; based on Formosa and holding a defensive attitude. The Japanese fleet will cover the new disembarkation of the army from Nagasaki to Plo-ou-ou. Ultimate events, such as the arrival of reinforcements from Algeria or France, will be important to modify this state of affairs; which is based on the entire command of the sea by the Japanese during the first forty days of the campaign. The author of the "document" shows that in that time it will be possible to land 250,000 men and all necessary stores, and from the moment of landing no naval action will hinder the objective of the land force. On paper the scheme looks well, and in the hands of such organisers of victory as the Japanese it is possible that it might come off; but it must be remembered that forty days is the maximum, and that everything must work like clockwork for the object to be obtained; there is no margin left for accident or breaking down. The third army, 100,000 men, to be disembarked in the coast of China, should be assembled in the Japanese ports on the sixteenth day, or 13 days after the hypothetical arrival of the French naval reinforcements. These could, of course, blockaded the Japanese ports but have to reckon with the Japanese effective fleet, straight out of dock, while the French fleet, behind them, will be fairly short of everything save ammunition. The author of the "document" places the Japanese fleet at six battleships and six armoured cruisers; but as the French point out, to reckon with those vessels which are to be saved from the bottom of Port Arthur harbor.

LOVE AND PORT ARTHUR.

The French liner from Marseilles to the Levant and Odessa was just hoisting board, on noisy, grating cranes, its last few cases of cargo, and its dozen or so saloon passengers were slowly strolling down in a well-arranged line to the chairs of the passengers engaged heavily in this occupation bore the unmistakable Saxon stamp, and from his face it was clear that he did not at all approve of his fellow passengers—those that were visible at any rate. A group of swarthy, chattering Greeks, a Turk, a middle-aged lady—probably a Greek, also a Roumanian Jew, a little Armenian! What a company! When he had spent the eight days of the journey to Constantinople, he thought to himself; Then he sat up with a sudden start. What was this vision appearing from below? Young, pretty, chic, with petite features, intelligent expression, and bright eyes, who could she be? He ran his mind over the other lady, French, but could not fix her nationality. French it was not; she was too purely pretty to be German; too fair to be an Italian or any species of Latin. She was slightly Oriental and yet withal Western. When the possessor of the puzzling visage caught his glance, she looked a trifle surprised. Then it seemed that she gave just the slightest curl of her lip as she turned her head away.

And yet, he told himself, she could not exactly displease him. His personal bearing with that of his fellow-passengers in her eyes, for he belonged, at any rate, to one of the civilisations, whereas the others were half reclaimed. He took advantage of the first bell before dinner, as the ship had left the Gulf of Lyons, and was getting well to sea, to pay a flying visit to the saloon, where he would be laid on the passenger's plate, showing their places at the table. He amusedly read his own name—Lucas Durrant—spelt as Durrant, he identified the cards respectively of the Greek lady and her other companions, of the Turk, of the Roumanian, of the Armenian. Then he read, opposite to his own card, the name—Sophia. He looked at her, and she looked at him. Sophia's face was a face of light disdains. But the position was awkward. The only two persons on the boat, who might reasonably be expected to interest each other belonged to semi-hostile Powers, and it was not unlikely

that her dislike of his race would influence her conduct towards him. How would she not, he wondered? Would she ignore him absolutely, or—? But he had not known his Russian. A nation of diplomats they knew to the full that thoughts are best concealed by words, not by silence. Directly she took her seat, she talked. Not to him exactly, but "round about him," as it were. She opened animated conversations with the Greek matron and with the dignified M. le Commissaire who sat at the head of the table. Only so perfect was her French that Durrant scarcely dared to pit his own very awkward command of that tongue against it. So he was effectually silenced by her, and without any active expression of her feelings.

That she intensely disliked Great Britain was clear as the sky of the Mediterranean. She pronounced the words "Anglais" and "Anglo-terre" always with a slight shrug of the shoulders, and her references to the Japanese were scornful to the most finished point. "The tactics of the Japanese hold the balance well. He occasionally said nice things to Durrant, and when Sophia grew too political in her talk he would dolefully change the subject.

Once he spoke of Napoleon, and remarked in a complimentary way of the cleverness of the Russians at Moscow. He quoted the old-time defeat of all invaders, Generals January and February.

"And now in Manchuria," he said, smiling, "one of them is again in command."

Durrant thought he would interpose harmlessly, as he was growing tired of the silence imposed on him.

"But that General fights for both," he said.

The Miss Sophia forgot her usual attitude towards him. Lining her eyes on him, she said: "The tactics of the Japanese are our enemies."

Taken aback, Durrant forced the question.

"Why, madame? Surely we are not neutral?"

"But you want to see Russia conquered. You sympathise with those Japanese?"

Poor Durrant could not deny the impeachment, but he was too gallant a fellow to reveal in kind, especially to such a fair politician. So he told a half-truth, a white-yellow lie.

"But England would not wish a white race to be actually conquered by a yellow one," he said, "we do not wish the Japanese to conquer Russia."

"So?" she said.

"But the English generally? They think not the same?"

"Oh, yes!" replied Durrant, plunging deeper into the "white-yellow" lie.

"We admire the Japanese, of course, but—well, personally I adore the Russians."

An, somehow, spoken in French, the lie didn't seem quite so much a lie. Besides, in one way, he did adore them. Had he not read Tolstoy, and did he not worship the music of Tolstoy's?

The Frenchman was within sight. His little bit had moved the cause of her prejudice against him, and now she looked on him not as an Englishman and an enemy, but as a rather agreeable, and not belittling young man.

He drew his deck chair close to her next day, and they admired the rugged mountains of Corsica side by side, she accepting and inspiring on his French in the most bewitching fashion. He took her forward, and for an hour or more they watched together the spectacle of a huge dolphin swimming in front of the boat, its vast body swaying to and fro.

"Like a torpede," he said.

It was unfortunate, it turned her thoughts once more to those hateful politics.

"I wonder," she said, "what news there has been of Port Arthur?"

"We shall know in time," he said, "until we land at Patras on Wednesday morning, and then only by reading a Greek paper."

And he muttered to himself that he wished Port Arthur would pass to the neutral power of Persia, rather than absorb the thoughts of so charming a creature.

They gradually fell more and more into each other's confidences. The fact that Stronboli was a cruel and distant of smoke served for him to ask her to spend an hour or so one evening "forward" watching it, and a coil of rope just accommodated the two of them. Another evening, and it was announced that one of the "fourth class" passengers—passengers who for thirty francs are given the passage to Constantinople, provided they find their own food and sleep wherever they can and that they—well, a good sea and that another playing the mandoline.

"Let us go and listen to them," he proposed, and another seraphic evening they passed together. The habit of sitting side by side seemed to grow upon them.

They passed Messina, into the Ionian Sea. As the distance grew less to the coast of Greece, so her vitality fell. She talked less, and seemed cooler in her manner.

"Oh, yes," he said, "but I think always of Port Arthur—of the news we shall get at Patras."

A sin Lacus exerted Port Arthur. He did not want to go to Patras. He was very, very happy on the boat with her. His French had improved as by magic, "corrected" and "enriched" by such a tutor, how could it be otherwise? Forgotten his own name, he was at last mastering the long forbidden mystery of the conjunctions. He was able to talk to her in French—more than that, to speak to her feelings, his thoughts, in the language which to most Englishmen is a mere means for the passage of commodities, or of inquiries as to times of trains and prices of foods.

When in the dawn of the next day, he looked through his port-hole, he detected them. He could see them only as one of the war news she so dreaded. A little while, a few hours only, might bring grief to Sophia, who dearly loved her country. As the ship steamed into the Gulf of Corinth, she grew even more silent and answered his questions with a brief "oui" and "non." He knew that she was thinking only of one thing—the fate of the fortress.

Arrived at Patras, the steamer was stormed by small boats manned by chattering Greeks. On the quay he heard the—him—hideous cry of newshaws, yelling something excitedly, which he could not understand.

"You will come ashore with me?" he asked her.

"Thank you," she replied, "but I have already accepted an invitation to land with Madame here," and she indicated the Greek matron.

"Madame will translate the news for me from the paper."

He felt that he hated the Greek matron. Could she, he wondered, if the news were bad for Russia, be bribed into falsifying it? But there was no time. She had descended the ladder into the boat with Madame, and he hastened to follow her. How, when the eager face of a newshaw appeared waiting on the quay, he wished to seize his biographical bundle and hurl the entire issue of the paper into the gulf. But she was determined. Fervently pulling out a ton continue piece, she took from him a copy of the local paper, and handed it to the Greek lady. She pointed to the vast black, leaden news item that stood in the centre of the first page.

"Read it! Read it!" she said quickly. "Port Arthur is—"

The Greek carefully weighed the purport of

the message.

Durrant had already guessed the gist of it, for by his knowledge of the ancient Greek alphabet, he had been able to make out the words "Port Arthur," and to see that there was some very short announcement in two words after it. Then the Greek arbitrar spoke.

"Port Arthur," she said, "has surrendered. Yesterday the Japanese entered it and 2,500 Russians are taken prisoner."

Sophia heard it. She flushed slightly, and her eyes fell a little.

"Moral," she said simply, "an *ex reverso*," and with a bow to Madame, and a slight nod to Durrant, she walked slowly away.

He saw that her coolness was but a cloak for utter misery, and his heart beat sympathetically for her in the hour of her national shame. He took the newspaper from Madame's hand. Sophia was standing alone, looking idly into the blue water, prodding the ground with her pencil, when she was disturbed by the sound of a sharp, slight splash, accompanied by the forcible utterance by a male voice of a jorky little word that was in neither Greek nor French.

She knew that it was Durrant, and that he had thrown the newspaper eagerly into the water. She turned and glanced at him.

In that glance he thought he discerned, mingled with an abandonment of grief, a look of gratitude to him for the slight action by which he had conveyed to her his sympathy for her nation in its hour of humiliation.

He responded. In a second he was by her side. A few whispered words, in the simplest of French, he told her an Englishman's sympathy for a nation in tears, and of a man's heart touched at the sorrow of a beautiful woman.

And the influence of four more days of travel, in close company with one another, on two young people whose hearts had been so seriously united in a strange land by a strange circumstance, brought a result that might have been expected.

He landed at Constantinople, she went on to Odessa. But not many weeks elapsed before Durrant, his passport duly vied by the British Consul, was making his own way across the dreary Black Sea, and Sophia was waiting him on the quay of the Russian seaport.

And there was at least one Russian in the land of the Tsar who did not entirely regret the loss of the Eastern fortress, and at least one Englishman who thought an Anglo-Russian alliance within the sphere of practical politics.

—Vivian Carter, in *Ceylon Times*.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE, KYNOC'S SPORTING CARTRIDGES 9, 10, 12, 16, 20 BORE, AND NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 88SG. AIR GUNS and AMMUNITION in variety.

W.M. SCHMIDT & CO. 245

GEN. FENWICK & CO., LL.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially

Caters for Ship and Engine Repairing.

The Works may be reached in 10 minutes from

Blake Pier by Ricksha or Electric Tram.

Launches can call alongside vessels in the

harbour flying the Call Flag E.

Telephone 142.

Hongkong, 2nd January, 1905.

63

MITSU BISHI DOOKYARU AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK," NAGASAKI.

A.I. A.B.C., Scott's and Engineering Co. Ltd.

Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 25 1/2 "

DOCK No. 2 (at MUKAJIMA.)

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGI.)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILDING

AND MARINE ENGINEERING as well as

in REPAIRING OF SHIPS.

THE COMPANY has SALVAGE

STEAMER, 72 TONS GROSS, FITTED

WITH POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE 7301

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely illustrated, descriptive of the

people, customs, etc., of the Far East.

The kindly Press criticisms, both Continental

and American, that the production of this

Magazine has evolved in elegant testimony of

the sterling merit of the publication.

Price... \$1.50

On Sale at "NORTH CHINA HERALD"

OFFICE, Shanghai;

Messrs. KELLY & WALSH

Hongkong;

and all leading Bookellers in the Far East

Hongkong, 2nd February, 1905.

AN APPEAL.

THE SISTERS who direct ST. ANTONIO'S

CONVENT at Macao will be very thankful

to Shopkeepers, Linen-drillers, Clothiers and

Tailors in Hongkong, Macao, and elsewhere who

will send to them remnants of material, books

of patterns no longer used, and any pieces of

cloth, no matter how small, of which they can

not make use.

Those who send will thus, at no cost to

themselves, afford the numerous hands in the

convent, especially the little ones, opportunity

for useful occupation; for pieces of cloth, even

of a square inch, can be stitched together and

made into useful articles, and these articles

will be sold for the benefit of the poor.

The Sisters are thus helped to keep up their

very large establishment, which is maintained

by the earnings of the girls themselves, who lead

by no means an idle life within the convent

walls.

Hongkong, 18th May, 1904.

THE LIVER IS A GOOD FRIEND, BUT A BAD ENEMY.

The liver is a large and powerful organ, composed of a great multitude of blood-vessels, nerves, and absorbents and bile channels, held together by a reddish-brown substance. The liver's great work is to supply the bile, which helps to prepare our food for converting into nourishment. But when the liver becomes sluggish, there is not enough bile made to digest the food, and the blood becomes starved—thin, pale, and without nourishment, and at the same time the food ferments, giving off bad gases which cause flatulency, headache, and foul breath. The bowels become clogged, and constipation begins.

How to tell whether you have Liver Trouble. One of the first signs of sluggish liver is a feeling of weariness and drowsiness (due to the impure blood stifling the brain, and failing to nourish the body). The complexion will be yellow, and the eyes heavy; there will be wind in the stomach, variable appetite, palpitation of the heart, and bad taste in the month.

Liver trouble should always have prompt treatment; and in its early stages, careful dieting, in conjunction with a thorough course of Doan's Liver Pills, will effect a cure. But if neglected, enlargement of the liver may result, and the action of the organ may be ruined; there will be dyspepsia, anemia, and perhaps skin diseases. The muscles that drive out the poisonous waste will be numbed, and there will be constipation. Doan's Liver Pills are the great liver corrective; their action is mild but reliable; they give a healthy stimulus to the liver, so that sufficient bile is produced to digest the food and ease the passage of waste.

All the chief chemists and medicine-dealers sell Doan's Liver Pills, price 1/12 for 1 box, or 5/6 for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors, the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England. 73-2

RUIHART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents

Hongkong, 18th May, 1905.

21

NOW READY.

THE

DIRECTORY AND CHRONICLE

FOR

CHINA, JAPAN, CORREA, INDO-CHINA

SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHERLANDS

INDIA, PHILIPPINES,

BORNEO, &c.

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND HONG KONG FOR THE FAR EAST.

1905.

THE FORTY-THIRD ANNUAL ISSUE.

The DIRECTORY covers the whole of the

ports and cities of the Far East, from Nether-

lands to India, in which Europeans reside.

Not only is the Directory as full and complete

in each case as it can be made, but each Colony,

Port, or Settlement is prefaced by a DESCRIPTION,

carefully revised each year, most of

which will serve as accurate GUIDES FOR THE

TOURIST, giving every detail in connection with

the place, their History, Topography, &c., &c.

The information in these Descriptions, con-

sisting of a hundred interesting articles, packed

with facts concisely set out, and containing

statistics of the TRADE of each Country and

Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fourteen Maps

and Plans, post 1/750, 1/1000. Directory only

post 1/300, 1/600.

The Directories and Descriptions are of

CHINA

Peking, Tientsin, Hankow, Shanghai, etc.

CHINA AND FORMOSA

Osaka, Keelung, etc.

JAPAN

Yokohama, Kobe, etc.

INDIA

Bombay, Calcutta, etc.

PHILIPPINES

Manila, Cebu, etc.

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVE FUND—Gold \$10,000,000
CAPITAL PAID UP—Gold \$3,947,200
RESERVE FUND—Gold \$3,947,200

HEAD OFFICE: New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.

LONDON BANKERS.
NATIONAL PROVINCIAL BANK OF ENGLAND.
LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.
BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

30, Des Vaux Road, Hongkong, 23rd January, 1905.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tm. 5,000,000
PAID-UP CAPITAL—2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENTS:
Canton Peking
Chefoo Penang
Hankow Singapore
Tientsin

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at the Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
At 3% per annum on Fixed Deposits for 3 months.
At 4% per annum " " " " 6 " "
At 5% per annum " " " " 12 " "

E. W. RUTTER, Manager.

Hongkong, 17th May, 1904.

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED—Yen 5,000,000
CAPITAL PAID-UP—2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy Kobe
Anping Osaka
Fuchow Nagasaki
Keelung Shanghai
Yokohama

HONGKONG OFFICE:

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager.
Hongkong, 1st November, 1904.

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED—Yen 20,000,000
CAPITAL PAID-UP—18,000,000
CAPITAL UNPAID—2,000,000
RESERVE FUND—9,520,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:
Tokyo Kobe
London Lyons
San Francisco Bombay
Shanghai Tientsin
Daly Lianyung

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
PARIS BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
" " " " 6 " " 4% " "
" " " " 3 " " 3% " "

TAKEDA TAKAMICHI, Manager.

Hongkong, 12th September, 1904.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Notes may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3% PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK TO BE PLACED ON FIXED DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902.

DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin
Tientsin
Canton
Hankow
Tientsin (Kiangtchen)

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENT
DIRECTOR DER DISCOUNT GELDELSCHAFT.

INTEREST allowed on Current Account Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 11th August 1904

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$10,000,000
RESERVE FUND—\$10,000,000
STERLING RESERVE—\$10,000,000
SILVER RESERVE—\$10,000,000

COURT OF DIRECTORS:
H. E. TOMKINS, Esq., Chairman.
H. W. BLADE, Esq., Deputy Chairman.
E. G. GOS, Esq.,
Hon. W. J. GIBSON, Esq.,
A. H. HUNT, Esq.,
J. J. BAYMOND, Esq.,
H. SCHUBERT, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per annum on the daily balance.

For 3 months, 3% per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 18th February, 1905.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL—£1,500,000
SUBSCRIBED CAPITAL—£1,250,000
PAID-UP—£800,000
RESERVE FUND—£80,000

BANKERS.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. per annum on the daily balance.
On Fixed Deposits—
For 12 months, 4% " "
" 6 " " 3 1/2 " "
" 3 " " 3 " "

EVAN ORMERSON, Manager.

Hongkong, 23rd May, 1903.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

CAPITAL PAID-UP—£280,000
RESERVE LIABILITY OF SHAREHOLDERS—£280,000
RESERVE FUND—£280,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 " " 3 1/2 " "
" 3 " " 3 " "

T. P. COCHRANE, Manager.

Hongkong, 18th May 1904.

NOTICE TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.
(Filio e Rubelloni United Companies.)

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship
"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 8th March, 1905.

"BEN" LINE OF STEAMERS.

S.S. "BENLEUCH,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th March, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship
"GLENESK,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW, Agents.

Hongkong, 8th March, 1905.

NOTICES TO CONSIGNEES

FROM NEW YORK.
THE H.A.L. Steamship
"NURIA,"

Captain Habel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-Day, the 4th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 4th March, 1905.

STEAMSHIP "TOURANE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. s.s. *Dordogne*, *Adour*, from Havre &c. s.s. *Ville de Dordogne*, *Ville de Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-Day, the 6th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after Monday, the 13th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Monday, the 13th March, or they will not be recognized.

All damaged packages will be examined on Monday, the 13th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU, Acting Agent.

Hongkong, 6th March, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"MACHAON."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 13th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"ANTENOR."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 10th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"ULYSSES."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 10th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "RAGONIA,"
FROM PORTLAND (OR), YOKOHAMA, SHANGHAI, AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 7th March, 1905.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SILESA,"

Captain Babel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-Day, the 8th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 8th March, 1905.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERSEA TRADING REPORT." Subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.
Aspern, cruiser, 2437 tons, 2 guns, 7900 h.p.
Capt. Friedrich Grisebach, Singapore.
Kaiserin Elisabeth, cruiser, 4,000 tons, 28 guns, 500 h.p., Captain Mirth, Japan.

FRENCH.
Acheron, armored gunboat, 1736 tons, 10 guns, 1700 h.p., Lieut. Ferret, Saigon.
Argus, gunboat, 123 tons, — guns, 500 h.p., Lieut. Jeuneau, Canton.

Aspic, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Grellier, Saigon.
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong.

Balconette, gunboat, Lieut. Lefevre, Saigon.
Coronade, gunboat, Lieut. Huc, Saigon.
Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Saigon.

Chateaufort, cruiser (Flagship of 2nd Armada), 5012 tons, 18 guns, 17,000 h.p., Capt. D'Almeida, Base d'Along.

Comed, gunboat, 325 tons, 4 guns, 438 h.p., Comdr. Loui, Haiphong.

D'Arenas, cruiser, 4000 tons, 31 guns, 9500 h.p., Saigon.

Decidie, gunboat, 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Eost, Shanghai.

Demarcus, cruiser, 3985 tons, 14 guns, 5500 h.p., Commander Amet, at present at Saigon.

Estes, gunboat, — tons, — guns, — h.p., Lieut. Mery, Haiphong.

Francisque, destroyer, 303 tons, 7 guns, 6900 h.p., Lieut. Colani, at present at Saigon.

Fronte, destroyer, 330 tons, 7 guns, 303 h.p., Lieut. Joubert, Base d'Along.

Gueydon, cruiser, 9376 tons, 36 guns, 20,200 h.p., Captain Gaudet, Base d'Along.

Heuri Riviere, gunboat, 100 tons, — guns, — h.p., Lieut. Portier, Haiphong.

Jacques, gunboat, Lieut. Colouret, Haiphong.

Javeline, destroyer, 307 tons, 7 guns, 303 h.p., Lieut. Comdr. Beaussant, Base d'Along.

Koraint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Le Gollier, Shanghai.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montain, cruiser (Flagship of Vice-Admiral Bayle, commander in Chief), 2700 tons, 12 guns, 18,000 h.p., Capt. Dartigues, Poret, Base d'Along.

Monseigneur, destroyer, Lieut. Prat, Base d'Along.

Oiry, gunboat, — tons, — guns, — h.p., Lieut. Audemard, Yangtze.

Pascal, cruiser, 4015 tons, 27 guns, 8500 h.p., Comdr. Chevalier, Saigon.

Pelito, gunboat, Lieut. Larivière, Tonkin.

Pistole, destroyer, Lieut. de Raincourt-Werth, Base d'Along.

Protos, submarine, Lieut. Glorieux, Saigon.

Redoubtable, battleship, (in reserve) 9437 tons, 8 guns, 6071 h.p., Commodore C. P. M. Potholles, Saigon.

Sabre, destroyer, Lieut. Lebar, Saigon.

Stryx, cruiser, 1